

**FEDERAL AVIATION ADMINISTRATION
ACQUISITION MANAGEMENT SYSTEM
(FAAAMS)**

The Department of Transportation and Related Agencies Appropriations Act of 1996, Public Law 104-50 (The "1996 DOT Appropriations Act"), was enacted November 15, 1995. Section 348 of this Act directed the Administrator to develop and implement a new acquisition management system that addresses the unique needs of the agency and, at a minimum, provides for more timely and cost-effective acquisitions. The Federal Aviation Administration Acquisition Management System (FAAAMS) took effect on April 1, 1996, pursuant to this direction.

The following provisions of acquisition law "do not apply" to this new acquisition management system:

1. Title III of the Federal Property and Administrative Services Act of 1949 (41 USC 252-266);
2. Office of Federal Procurement Policy Act (41 USC 401 et seq.);
3. Federal Acquisition Streamlining Act of 1994 (Public Law 103-355)
4. Small Business Act (14 USC 631 et seq.), except that all reasonable opportunities to be awarded contract shall be provided to small business concerns and small business concerns owned and controlled by socially and economically disadvantaged individuals.
5. Competition in Contracting Act
6. Subchapter V of Chapter 35 of Title 31, relating to the procurement protest system;
7. Brooks Automatic Data Processing Act (40 USC 759); and
8. Federal Acquisition Regulation and any law not listed in (1) through (7) above, providing authority to promulgate regulations in the Federal Acquisition Regulation.

Although the combination of these provisions in Section 348 exempts the new acquisition management system from all acquisition laws, FAA has the discretion to adopt the substance of portions of acquisition law into its system as FAA deems appropriate. Unless stated specifically otherwise in this document (FAAAMS) or in legislation subsequently enacted, no acquisition statute or regulation shall apply to FAA acquisitions.

The goal of the Federal Aviation Administration procurement system is to obtain high quality products, services, and real property in a timely, cost-effective manner, at prices that are fair and reasonable. The procurement system enables the FAA to be innovative and creative so that the right vendor is selected to implement a solution. The FAA procurement system is an integrated part of the acquisition process.

Public announcements: All procurements over \$100,000 must be publicly announced on the Internet or through other means. This requirement does not apply to emergency single source actions, purchases from an established FSS, exercise of options, or changes to existing contracts. For actions under \$100,000, a public announcement is optional.

Socio-Economic policies and programs:

The FAA shall implement and aggressively strive to provide small businesses and small businesses owned and controlled by socially and economically disadvantaged individual's, attainable and reasonable opportunities to participate as prime contractors and subcontractors for the products and service procured by the FAA. The FAA's Small Business Utilization staff currently has and will continue to have responsibility for:

FAA's policy and program on the utilization of small business and small businesses owned and controlled by socially and economically disadvantaged individuals:

Establishing mechanisms for monitoring and evaluating the effectiveness of the small business program; and

Ensuring FAA-wide implementation and accomplishment of the small business program objectives.

Key features of the small business program include:

Competitive set-asides

Establishment of eligibility criteria and measurable prime contracting and subcontracting goals;

Vigorous outreach efforts;

Mentor-Protégé Program; and

Small business forums.

Programs Goals:

Small business, 25% of procurement dollars

Socially and economically disadvantaged businesses (SEBDs) that are expressly certified by SBA for participation in the SBA 8(a) program. – 10% of procurement dollars

Women Owned Business, 5% of procurement dollars.

Service Disabled Veteran, 1% of procurement dollars

Small Disadvantaged Business, 5% of procurement dollars

Sub-Contracting, each construction contract estimated to exceed \$1,000,000 will contain attainable and reasonable subcontracting goals for the participation of small businesses and small business owned and controlled by socially and economically disadvantaged individuals.

**FEDERAL AVIATION ADMINISTRATION
ACQUISITION MANAGEMENT SYSTEM
(FAAAMS)**

The Department of Transportation and Related Agencies Appropriations Act of 1996, Public Law 104-50 (The "1996 DOT Appropriations Act"), was enacted November 15, 1995. Section 348 of this Act directed the Administrator to develop and implement a new acquisition management system that addresses the unique needs of the agency and, at a minimum, provides for more timely and cost-effective acquisitions. The Federal Aviation Administration Acquisition Management System (FAAAMS) took effect on April 1, 1996, pursuant to this direction.

The following provisions of acquisition law "do not apply" to this new acquisition management system:

1. Title III of the Federal Property and Administrative Services Act of 1949 (41 USC 252-266);
2. Office of Federal Procurement Policy Act (41 USC 401 et seq.);
3. Federal Acquisition Streamlining Act of 1994 (Public Law 103-355)
4. Small Business Act (14 USC 631 et seq.), except that all reasonable opportunities to be awarded contract shall be provided to small business concerns and small business concerns owned and controlled by socially and economically disadvantaged individuals.
5. Competition in Contracting Act
6. Subchapter V of Chapter 35 of Title 31, relating to the procurement protest system;
7. Brooks Automatic Data Processing Act (40 USC 759); and
8. Federal Acquisition Regulation and any law not listed in (1) through (7) above, providing authority to promulgate regulations in the Federal Acquisition Regulation.

Although the combination of these provisions in Section 348 exempts the new acquisition management system from all acquisition laws, FAA has the discretion to adopt the substance of portions of acquisition law into its system as FAA deems appropriate. Unless stated specifically otherwise in this document (FAAAMS) or in legislation subsequently enacted, no acquisition statute or regulation shall apply to FAA acquisitions.

The goal of the Federal Aviation Administration procurement system is to obtain high quality products, services, and real property in a timely, cost-effective manner, at prices that are fair and reasonable. The procurement system enables the FAA to be innovative and creative so that the right vendor is selected to implement a solution. The FAA procurement system is an integrated part of the acquisition process.